

IMPROVEMENT OF WHITE, SAINT FRANCIS, AND L'ANGUILLE RIVERS, ARKANSAS.

---

LETTER  
FROM  
THE SECRETARY OF WAR,

TRANSMITTING

*Estimates for continuing the improvement of the White and Saint Francis Rivers, the L'Anguille River, and the Buffalo Shoals in White River, Arkansas.*

---

FEBRUARY 4, 1879.—Referred to the Committee on Commerce and ordered to be printed.

---

WAR DEPARTMENT,  
Washington City, February 3, 1879.

The Secretary of War has the honor to transmit to the House of Representatives, for the information of the Committee on Commerce, a letter from the Chief of Engineers, dated the 1st instant, and accompanying copies of reports of Capt. W. H. H. Benyaud, Corps of Engineers, and estimates for continuing the improvement of the White and Saint Francis Rivers, the L'Anguille River, and the Buffalo Shoals in White River, Arkansas.

GEO. W. McCRARY,  
*Secretary of War.*

The SPEAKER  
*Of the House of Representatives.*

---

OFFICE OF THE CHIEF OF ENGINEERS,  
Washington, D. C., February 1, 1879.

SIR: The inclosed copies of letters just received at this office from Capt. W. H. H. Benyaud, Corps of Engineers, giving estimates for the improvement of the White and Saint Francis Rivers and the L'Anguille River, and for the improvement of Buffalo Shoals in White River, Arkansas, are respectfully submitted, with the suggestion that, if approved by you, they be sent to the House of Representatives for the information of the Committee on Commerce.

No estimates were submitted for the above-named improvements in the last annual estimates from this office for the reasons set forth in Captain Benyaud's reports.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,  
*Brigadier-General and Chief of Engineers.*

Hon. GEO. W. McCRARY,  
*Secretary of War.*

## IMPROVEMENT OF WHITE AND SAINT FRANCIS RIVERS, ARKANSAS.

UNITED STATES ENGINEER OFFICE,  
*Memphis, Tenn., January 28, 1879.*

GENERAL: I have the honor to submit the following report, with estimates, for the continuation of the work of improving the White and Saint Francis Rivers, Arkansas.

No appropriation for these rivers had been made since the year 1873 until that of June 18 last, though the officer in charge, Major Suter, reported annually upon the necessity of providing a snagboat for the purpose of removing all obstructions in the stream. His estimate as presented was as follows:

For building one stern-wheel snagboat .....	\$60,000
For operations for 10 months, at \$4,000 per month .....	40,000
Total .....	100,000

Under the act approved June 18, 1878, the sum of \$40,000 was appropriated for the improvement of the two rivers. Having, in August following, assumed charge of the work, a project was submitted and approved which embraced the construction of a light-draught iron-hull snagboat for the necessary operations. The designs of this boat had previously been prepared by Major Suter. As, however, the amount appropriated was under the estimate, and deemed insufficient to build the boat and also to provide the necessary equipments, &c., I was authorized to expend, in connection therewith, a portion of the appropriation for the L'Anguille, and other rivers needing a snagboat, and use her upon those streams. The boat is now in course of construction, though the progress has been somewhat delayed by the severity of the weather, putting a stop entirely to all outdoor work. I hope, however, to have the boat ready for active operations during the coming low-water season.

The commerce of these rivers is quite considerable, and when the stage of water is good several lines of packets are maintained. The amount of cotton actually brought to the Memphis market amounts each year to upwards of 35,000 bales, while at the same time various amounts are carried by the railroads and steamers to other points.

For the purpose of continuing the improvement of the White and Saint Francis with the new snagboat, I present the following estimate:

Ten months' operation, including repairs incidental to such work, at \$4,000 per month .....	\$40,000
--	----------

Very respectfully, your obedient servant,

W. H. H. BENYAURD,  
*Captain of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A.*

## IMPROVING OF L'ANGUILLE RIVER, ARKANSAS.

UNITED STATES ENGINEER OFFICE,  
*Memphis, Tenn., January 28, 1879.*

GENERAL: I have the honor to submit the following report upon the L'Anguille River, Arkansas, with estimates for a continuance of the improvement:

This river is a branch of the Saint Francis, joining that stream a few

miles above its junction with the Mississippi. It runs through the counties of Cross, Saint Francis, and forms the boundary between the latter and Monroe. Like the water in the Lower Saint Francis, that in the L'Anguille is due entirely to the backing up of the Mississippi. The steamers engaged in the trade judge of the requisite boating stage in the L'Anguille by the different readings of the Memphis gauge.

At the low-water stages navigation only extends to the town of Marianna, about 24 miles above its mouth, though, was the stream improved above that point, navigation would be correspondingly increased. While the L'Anguille is navigated by boats which run at times only between Memphis and that stream, many of the regular Saint Francis packets on their trips take in the same river as high up as Marianna.

The obstructions to navigation consist of sunken logs, snags, and overhanging trees; the mouth is particularly obstructed by beds of logs, and the improvement will consist in the removal of the same.

By the act of June 18, 1878, the sum of \$10,000 was appropriated for the improvement of the river. As stated in my report upon the White and Saint Francis, I was authorized to combine the appropriations for the purpose of building a snagboat, and use the same upon all the rivers interested. Were a boat placed at my disposal, that sum would have been amply sufficient for the purposes of improving the navigation of the river. When the new snagboat is completed, two months' work will be all that I consider necessary for the purpose of removing the obstructions in the stream, while a force can be engaged in cutting the leaning timber along the banks. For this purpose I estimate the sum of \$10,000.

The amount of cotton brought to the Memphis market from the L'Anguille amounts to about 2,500 bales. Were the improvement extended up the river, a quantity that now has to be hauled to the Saint Francis, and also brought out by railroad, would be brought by steamers.

Very respectfully, your obedient servant,

W. H. H. BENYAURD,  
*Captain of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A.*

#### IMPROVEMENT OF THE WHITE RIVER AT BUFFALO SHOALS, ARKANSAS.

UNITED STATES ENGINEER OFFICE,  
*Memphis, Tenn., January 28, 1879.*

GENERAL: I have the honor to submit the following in regard to the work of continuing the improvement of White River at Buffalo Shoals, Arkansas:

By act approved August 14, 1876, the sum of \$10,000 was appropriated for the above work, but withheld until March 29, 1877. So soon as the appropriation became available Major Suter caused a survey of the locality to be made and proposed a plan for the improvement. In his report, under date July 31 last, he stated as follows:

This plan contemplated the construction of seven spur-dikes of stone, so located as to pond up the water in the places of least depth, and also the removal of rock and boulders from a channel of 200 feet in width. This shoal is a rapid, about  $1\frac{1}{4}$  miles long. The fall is 7.1 feet per mile, and the low-water depth is 6 inches.

Much delay was experienced owing to continued high-water, and also on account of the difficulty of procuring labor in the neighborhood. Owing to these delays the cost of the work was greatly increased. Only three of the dikes proposed have been com-

pleted, but the results obtained have been very satisfactory. The work of cleaning out the loose rock from the channel is now in progress, and will be continued until the remaining balance of the appropriation is expended. It is much to be regretted that the failure of Congress to renew this appropriation will necessitate leaving the work in an incomplete state. At present, this shoal is the gauge for the navigation of the upper portion of White River, and if improved would materially benefit the inhabitants of the adjacent country.

Major Suter estimated that it would cost the sum of \$10,000 to complete the building of the remaining four dams.

The money appropriated was entirely exhausted before I took charge of the work in August last. In presenting my estimates by telegram of this date, I inserted the above improvement, recognizing its importance, and increased the estimate to \$15,000. I did this from the facts, as stated by Major Suter, in regard to the scarcity of labor, &c., and as the work was left in an unfinished state we would not be likely to find it in so good a condition after a season's delay. In addition, the tools, &c., required for the work would have to be replaced.

Accordingly, I present the following estimate:

For improvement of Buffalo Shoals, Arkansas..... \$15,000

Very respectfully, your obedient servant,

W. H. H. BENYAURD,  
*Captain of Engineers.*

Brig. Gen. A. A. HUMPHREYS,  
*Chief of Engineers, U. S. A.*

○